



City of Seattle

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*Seattle
Bicycle
Advisory
Board*

To: Pete Lagerway and Virginia Coffman

February 9, 2007

Seattle Bicycle Advisory Board South Subcommittee Review of the draft Bicycle Master Plan

Top 9 South Priorities to incorporate into the Bicycle Master Plan:

1. Extend Rainier Ave S bike lanes to at least S Alaska St.
2. Straighten the zig-zag north/south route between Rainier Ave S & MLK Way as a bike boulevard.
3. SODO/Georgetown north/south route (Airport Way, 6th Ave S, and/or equivalent facility) from Dearborn to south city limit.
4. Define a fully-connected bicycle arterial network (i.e., bike lanes & sharrows).
5. Define a fully-connected bicycle network for beginners (i.e., bike boulevards & paths).
6. Connect gaps between facilities with bike boulevards, sharrows, and directionals (signs, Dan Henrys).
7. Complete safe & signed routes to West Seattle (including Delridge/Spokane/Marginal, Delridge/Andover, Highland Park Way SW, and Olson Pl / Myers Way).
8. Designate primary downtown southbound and northbound routes with improvements.
9. Designate downtown eastbound climbing lanes (i.e., Yesler, James/Cherry, Spring, & Broad).

Arterial network

Rainier Ave S: Bike lanes shall be extended north to at least Alaska St through a combination of:

- Rechannelization (road diet) of existing lanes where traffic volumes allow
- Removing underutilized street parking (since most homes and businesses along Rainier have off-street parking)
- Installing grassy pavers in planting strips to move parking between trees in planting strips (such as <http://www.grassypavers.com/>) where no other alternative exists

At a minimum, provide bike climbing lanes:



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The Seattle Bicycle Advisory

Board shall advise the City

Council, the Mayor, and all

departments and offices of the

City on matters related to

bicycling, and the impact

which actions by the City may

have upon bicycling; and shall

have the opportunity to

contribute to all aspects of the

City's planning processes

insofar as they relate to

bicycling.

City Council Resolution 25534

- Southbound from S Alaska St to S Findlay St (120 ft climb over 0.75 mi, 3% average grade).
 - Northbound from S Kenyon St to S Findlay St (135 ft climb over 1.5 mi, 1.7% average grade).
- (All climbing lanes should have sharrows on the opposite/downhill side of the street.)

Airport Way S: Bike lanes shall be added from Dearborn St south to the city limits. Alternatively, in light of long-term plans for Airport Way to be used as an alternate route during I-5 reconstruction, designate 6th Ave S as an “industrial bike boulevard,” connecting downtown, Sodo, and Georgetown. In order for this to work, a new bike/ped bridge will have to be constructed over the Argo Yard railroad tracks, connecting 6th Ave S. This could be done as part of the Airport Way S bridge reconstruction/rebuild, which is planned to occur within the next 5-10 years.

Belltown: Climbing lane from waterfront to Belltown & Seattle Center on Broad Street. Also, connect Pike Place Market & Downtown with South Lake Union (with access to routes north via Dexter & Eastlake, perhaps northeast via Virginia/Fairview, southeast via Fairview/Stewart?)

Downtown: Climbing lanes from waterfront to First Hill/Broadway on Spring and Yesler. Consider ways to reduce conflicts with bus zones in climbing lanes by locating climbing lanes on left side of one-way streets or consolidating bus routes. 2nd Ave conversion from bike lane to sharrow is OK, but need replacement bike lane on uphill/northbound segment (4th?).

12th Ave E: Add sharrows between Yesler & Weller (connecting two bike lane facilities)

Beach Drive SW: Climbing Lane from 48th Ave SW to Fauntleroy Ave SW.

23rd Ave E: Climbing lane from E Louisa St to E Aloha St.

Eastlake Ave E: Add climbing lane from Galer north to Louisa and from Hamlin south to Lynn (with overlap between Louisa & Lynn).

Off-street network

Genessee Connector: Build a bike/ped path through Genessee Park from Rainier Ave S at Alaska to 43rd Ave S to connect to Lake Washington Blvd.

Cheasty Path Extension: Extend path from north end of Cheasty Blvd through greenbelt to Bayview/24th; connect to I-90 path via bike boulevard.

Martin Luther King Greenway: Build a bike/ped path on east side of MLK from I-90 to McClellan/Rainier (slimming MLK from 5 to 2 with occasional left turn pockets and converting excess space to a greenbelt with multi-use path).

Mark dangerous trail/road crossings with colored pavement, signage, and/or blinky warning lights.

"Bike Boulevard" Network (need more...100 miles would be a great goal!)

Rainier Bypass Bike Boulevards:

- a. Streamline zig-zag route between Rainier & MLK as bike boulevard with signage and safety improvements. Starting at S Henderson St north along Renton Ave S, 43rd Ave S, S Othello St, 42nd Ave S, S Juneau St, Renton Ave S, S Alaska St, 33rd Ave S, Renton Ave S, protected turn to S Walden St, Wetmore Ave S to S McClellan St.
- b. Build bike blvd east of Rainier Ave S between S Alaska St and S McClellan St.
- c. Build bike blvd west of Rainier from new Cheasty path terminus at S Bayview St to I-90 path.

MLK Bypass Bike Boulevard: Continue bike blvd planned for 27th Ave E to connect with I-90 Trail.

Int'l Bike Boulevard: on King St from 5th Ave to 12th Ave.

Northwest Beacon Access Bike Boulevard: from Beacon Ave S to I-90 Trail along 17th Ave S from I-90.

West Beacon Bike Boulevard: From I-5 Trail and Chief Sealth Trail to I-90 Trail along Corson Ave S (Maple Elementary and Maplewood Playfield), S Snoqualmie St, 14th Ave S, S Massachusetts St, and 12th Ave S.

Georgetown Bike Boulevard: Build a bike blvd on Carleton Ave S between E Marginal Way S and S Bailey St. (Nearly 10 years ago this former arterial was converted to a residential street with traffic circles and diverters.)

Capitol Hill Bike Boulevards: 14th Ave E (Main to Prospect) and E Denny St (E Madison St to E Olive Way).

SODO Bike Boulevard: from S Atlantic St (Mountains to Sound Greenway terminus) along S Utah St and S Hanford St to West Seattle Path on Alaskan Way.

Spot Improvements & Transitions

Improve signage & transitions at large intersection under west end of West Seattle Bridge.

Improve access for southbound bikes on 12th Ave Bridge to turn left and access the I-90 Trail (possibly with a crosswalk signal on north side of intersection or an underpass as part of the continuation of the I-90 Trail).

A bike route kiosk should be installed in all urban village centers and major crossroads with a map of the area indicating various routes to reach common destinations.

Use 'Dan Henry' markings to indicate turns for on-street bike routes.

Add signs on paths to indicate cross streets.

Add signs on arterials directing cyclists to signed alternative bike routes (i.e., especially on Rainier Ave S north of S Alaska St).

Add access ramps on city sidewalks to provide transitions for cyclists.

Missing Links

There are several missing links between facilities. These gaps should be filled with sharrows, signage, expanded sidewalks, or other treatments, as appropriate. Examples of missing links include:

- Delridge Ave SW north of SW Andover St (needs expanded sidewalk between intersection & trail)
- West Marginal Way north of SW Dakota St
- 49th Ave S from SW Dakota St to SW Genessee St
- SW Admiral Way from 62rd Ave S to 63rd Ave S
- 59th Ave SW south of SW Admiral Way
- Triangle of SW Brace Point Dr, SW Wildwood Pl, and 45th Ave SW.

Safety

Add bike traffic signal to Dearborn eastbound just before passing under I-5 to aid in bike lane weave. (Configure such that bike receives flashing yellow when parallel traffic has red in order to aid in bike lane weave across on-ramp lane; bike lane signal should be red when parallel traffic is green.)

Change signal on eastbound Airport Way at 5th Ave S so that center lane does not provide access to Airport Way. (This is dangerous for cyclists today who stop in center lane in front of the green light for Airport Way in order to access the bike lane on Dearborn.)

Adjust striping on eastbound approach to intersection of S Dearborn St & Rainier Ave S such that only one lane turns right, right turning vehicles must merge into bike lane to access turn lane, and bike lane continues straight through intersection. (Also, extend double left turn lane to improve level of service.)

Outreach & Education

Develop and promote an educational program for community centers, libraries, community festivals, and other public venues that instructs the general public (youth,

adults, drivers, etc.) to:

- ride a bike in the city;
- identify bikeable routes;
- ride the bus with a bike;
- share the road with bicyclists and pass safely;
- understand when bicyclists should ride further from the edge of the road;
- understand and promote lawful behavior;
- understand the health and environmental benefits of bicycling;
- use a bicycle for everyday transportation needs;
- find the right bike and gear for each individual's needs.

Additionally, this program should instruct cyclists to:

- properly use bike lanes and sharrows;
- identify and avoid road hazards;
- ride apart from parked cars;
- pull out from bike lanes and behind cars turning right in front of them;
- avoid being hidden behind large vehicles as they pass through intersections (due to danger from left turning vehicles not expecting a bicycle behind a vehicle in the far lane);
- perform basic maintenance (safety checks, tube patching/replacement, adjustments, cleaning & lubrication, etc).

Incorporate bicycle education (road safety, fitness, basic maintenance) into middle school curriculum.

Invest in a bicycle safety and transportation marketing campaign (TV, radio, billboards, newspapers, bus ads, etc.).

Innovations & Trial Installations

Install demonstration projects for innovative solutions such as the following:

- Bike/ped path or shifted on-street parking using grassy pavers (<http://www.grassypavers.com>)
- Dutch-style street-side bikeway (South Lake Union?)
- Hill climb assist system (<http://www.trampe.no/english/>)

Other Notes

Are bike lanes along 23rd Ave from Rainier to Madison really possible? There doesn't seem to be enough space!

Ballard bike bridge will be too expensive and too steep. Don't set false high expectations--remove this from the list. Consider a bikeway retrofit similar to Portland's Steel Bridge, instead.

Proposed signal at Rainier & King is too close to signals already on Rainier at Jackson and Weller.

Examine length of I-5 right-of-way and identify where excess space under or near highway could be used for a bikeway installation. Consider converting a lane on I-5 ship canal bridge express lanes for bike use, or retrofit a clamp-on bikeway like Portland's Steel Bridge.

List all schools that are not directly connected to the network via a safe and age-appropriate bike facility; use this list to focus brainstorming to better connect these schools.

Critical connections currently designated as "Shared Roadway" should be upgraded to "Bicycle Boulevards" In particular, provide bicycle facility improvements or at least signage; notes should include rationale for gaps that break up otherwise continuous paths. Convert proposed 'shared roadways' to bicycle boulevards'

Solid Light-Green lines are not explained in the map legend. For instance Highland Park Drive between W. Marginal and SW Holden.